

THE NATIONAL

Falcon

NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

JUNE 2022



ON THE COVER

Joe B. Nance (FCA #4421) is a resident of Kingsport, Tennessee, the home of our Falcon Club of America 2022 National Meet. He welcomes us to his hometown in an article in this month's issue, which includes local scenes and old and new photos of his Falcon. He has been a Falcon owner and enthusiast for many years. His first Falcon was a red 1960 he drove to college during the early sixties. His dad bought him this new 1965 Falcon two-door Futura that he still drives 57 years later. The Falcon is almost totally original—even the seat covers, headliner, engine and transmission. From family memories to work events, the Falcon holds many fond memories for Joe. Read his story on page 4.

EDITOR NOTE: Our apologies for an error in last month's magazine, misidentifying the host of the featured Regional. The host chapter was the Gulf States Chapter.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com is password protected and gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit corporation dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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COMING JULY 2022
NEXT QUARTERLY PRINT EDITION



Jim Guthrie
FCA President

I feel compelled to say something about the tragedy in Uvalde, Texas. I cannot imagine what would cause anyone to take the life of another, let alone a classroom full of innocents. Nineteen youngsters in a place that should be as safe as anyplace they might be. My mother and two sisters were public school teachers. I've seen the depth of caring and commitment firsthand. What do we have to do to safeguard the future of our most precious resources, our children, our grandchildren and our educators? Think about it please.

The latest information I have received regarding the new website is that it is scheduled to go live on or about July 1. Included with it will be a large public awareness campaign on the internet. This is a big undertaking and we are excited about the coming launch.

It looks like we are about set for the upcoming National Meet in Kingsport, Tennessee. There is still time to register for the meet and reserve lodging. I hope to see you all there.

The weather seems to be getting better, warmer, dryer. From here on there seems to be an endless string of cruise nights, swap meets, meet and greets, and other opportunities to show our Falcons and Rancheros. Don't be shy about introducing folks to our club and cars.

Please be careful and safe in your travels and heading to the National. Steve Springer and his crew have put a great program together and you don't want to miss it. Enjoy your cars and take a youngster along for the ride.

See you in Kingsport.

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MY HOMETOWN NATIONAL

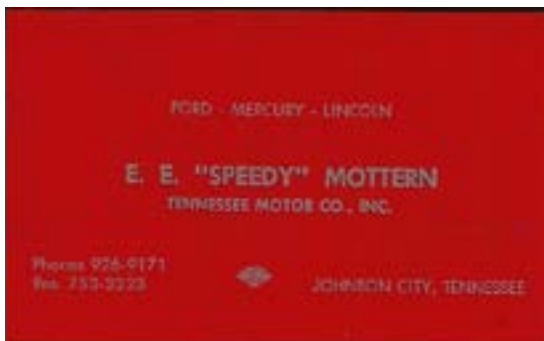
BY JOE B. NANCE





We look forward to welcoming our Falcon friends to beautiful Kingsport, Tennessee in July.

When I found out that the FCA was having its 2022 FCA National Meet in my hometown, Kingsport, Tennessee, it is an understatement to say that I was excited! The closest FCA National Meet to me before this was the 1993 meet held in Knoxville, Tennessee, which I attended. The 2022 Meet is to be held at the Meadowview Conference Resort, an amazing and beautiful complex located in the beautiful mountains of East Tennessee, and perfect for the large gathering of Falcons, Falcon owners and enthusiasts. Kingsport is headquarters for Eastman Chemical Company and is a planned city with its beautiful Church Circle and many historical landmarks.



Back in 1966, I proudly stood beside my 1965 Falcon. I still have the red plastic business card (a rare thing in that day) of the salesman who sold us the Falcon, plus 57 years of additional documentation.

I have been a Falcon owner and enthusiast for many years. My first Falcon was a red 1960 which I drove in my commute to East Tennessee State University during the early sixties. On June 21, 1965, my dad bought me a new 1965 Falcon Futura which I am still driving 57 years later. I now have it registered for the 2022 FCA National Meet.



My Falcon is almost totally original—even the seat covers, headliner, engine and transmission. It is impossible to list all the family and personal milestones and memories this Falcon has been a part of over these past many years—dates, weddings, graduations and vacations.

I drove my Falcon to East Tennessee State University and then to the University of Tennessee until I graduated in 1968 with a degree in Mechanical Engineering. After graduation, I began a 32-year career at Eastman Kodak, where I drove the Falcon on my first day to work in June 1968 and I also drove it to work on my last day of employment, the day I retired in December 1999. I also drove the Falcon to work there during the years I co-opted with Eastman while attending college.



Inside

TENNESSEE EDITION

EASTMAN

December 16, 1999 Vol. 54 No. 15

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Nance takes a nostalgic spin to work on retirement day

Tuesday, Nov. 30, was a memorable and nostalgic day for Joe Nance. Memorable because it was the day he retired from a 32-year career at Eastman; nostalgic because he drove to work the same 1965 Ford Falcon Futura that he had driven to work his first day on the job.

Joe drove the Falcon during his college years at the University of Tennessee and to Eastman during his summers when he was a co-op. He elaborated about the car, saying that "I have worked over the past several years to restore the Falcon to its pristine new condition with the thought in mind that I might relive some of those joyous moments on my last ride to Eastman. I might take a spin down by here every so often as a reminder of those 'good ole days' at the 'Big E.'"

The Nance family has a long history with Eastman. Joe's wife Victoria retired earlier this year; his father Berley F. Nance retired from Eastman's Bays Mountain Construction Company in 1972; his sister Linda N. Miller and brother-in-law Robert G. Miller retired on the same day as Joe.



For Joe Nance, retirement day provided a "spin" down memory lane.

Together, they have a combined service of about 150 years.

"My family and I owe a great deal to the company," said Joe. "Eastman provided employment to each of us at very important times in our lives. We will always be thankful for these opportunities and for all our Eastman friends who have shared these years with us."

I purchased a JC Penney Lifetime Battery for it many years ago and JC Penney has always honored the warranty and reimbursed me for a new battery. Years ago I wrote the TDMV (Tennessee Department of Motor Vehicles) requesting the License plate number 1965. As you can see by the photo on the right, they sent me the matching plates (two were required back then) with the plate number 6-C1965. The "6" designates the county that I lived in. I kept the plates all these years and now I have those original plate designations from 1965 are again registered to the Falcon. I still have the original owner's manual and the cancelled checks that I had written to my dad in my attempt to reimburse him for some of the purchase cost of my Falcon, which had a sticker price of \$2,545.

I can't wait to see all the Falcons here in July and meet many other Falcon owners and enthusiasts. It is going to be a memorable event for sure!

—Joe B. Nance (FCA #4421)
Kingsport, Tennessee



LOAN AND SECURITY AGREEMENT

Mr. Burley Nance, Route 1,
Kingsport, Tennessee

EXTRA CHARGE (Stamp: RECEIVED FEB 2 1965)

Ford 2 dr HT Falcon 6 cyl

1965

SKOTT 254425

NEW/USED

NEW

No. 340 THE KINGSFORT NATIONAL BANK
Growing with Kingsport

KINGSFORT, TENN. February 2, 1965

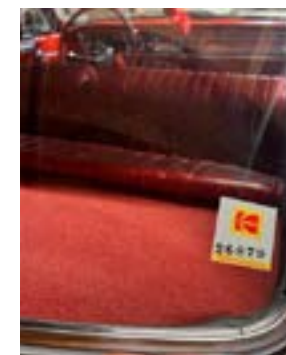
By: *Burley H. Nance*

FOR *Final Falcon Payment*

THANKS DAD!

MR. OR MRS. JOE B. NANCE

Joe B. Nance



Parking Decal that was required to be applied to the lower right rear window of your automobile and was required for parking privileges at Eastman Kodak. It is still on my Falcon rear window after these many years.

April 24, 2022
Georgetown, Texas



Image: Wally Tirado, ICC #5111187, RAS #251
NORTEX Code, LLC, T 972.999.0310

Hosted by
Capital City Chapter







The Texas Picnic was sponsored by the Capital City Chapter. There was an excellent turnout of 62 people and 21 cars. Folks came from Texas, Louisiana, and Mike and Misty Sigler made it all the way from Gulfport, Mississippi. Special thanks to all who attended and all who helped make it happen. Thank you to all who uploaded their photos to Facebook so we could all enjoy this event from afar.

Getting To Know Vintage Automobiles...

1956 FORDS

When we attend car shows, sometimes there are times when we may feel rather unprepared for what we are looking at. After the research on this article, I'm planning to go to an upcoming "All-Ford" show more prepared. This article will hopefully familiarize all of us with some of the vehicles we admire from afar and allow us to be able to converse about them with a new level of expertise.

The Fifties were famous for automobiles with an extravagant use of chrome and all manner of fins that looked like rockets. Ford's top-of-the-line Fairlane Sunliner was America's best-selling convertible in 1956. The year 1956 was a leap year and is known in history for a few memorable events. Dwight Eisenhower was re-elected President, defeating Adlai Stevenson. A fire that year damaged the top part of Paris' Eiffel Tower, *My Fair Lady* held its premiere performance on Broadway, and actress Grace Kelly married Prince Rainier III of Monaco. Congress approved the Highway Act, which allowed for construction of the U.S. interstate highway system. A joint resolution of the U.S. Congress was signed by President Dwight D. Eisenhower, authorizing 'In God we trust' as the U.S. national motto. The U.S. Supreme Court declared Alabama laws requiring segregated buses illegal, thus ending the Montgomery Bus Boycott.

In sports, Olympic Games were held in Melbourne, Australia and heavyweight boxer Rocky Marciano retired. In entertainment, Elvis Presley ruled the radio and the ladies' hearts.



The Sunliner has Lifeguard visor cushions and seat belts.



The Fordor Victoria in Fiesta Red and Raven Black.

Top songs of the year were *Don't Be Cruel*, *Blue Suede Shoes*, *Hound Dog*, *I Could Have Danced All Night*, *On the Street Where You Live*. *The Ten Commandments*, *Lust for Life*, *Around the World in 80 Days*, *The Man with the Golden Arm*, *The Seventh Seal* were the top movie hits of the year. Popular TV Shows included *Danny Thomas Show*, *Perry Como Show*, and *Ed Sullivan Show*, *Alfred Hitchcock Presents*, *December Bride*, and *This is Your Life*.

The 1955 and 1956 Fords were strikingly similar in appearance, but you can recognize some significant differences if you know what to look for. The easiest way to differentiate the '55 and '56 Fords is by their turn/parking lamps; on the '55 they're round, but elliptical on the '56. Lack of side chrome on '55s and spartan interiors are one of the most obvious clues. 1955 body styles were limited to the Tudor Sedan, Fordor Sedan, and Tudor Business Sedan. Nearly identical from the rear, '55 and '56 Fords do differ slightly in their tail lamp lenses. The '55 has a small ring, while the '56 has a much larger one.

Another handy tell distinguishing the two model years—the '55's distinctive dash, a one-year design. Three big round dials across the center of the dash incorporate the heater controls on the left, the clock on the right, and in the center, the unique radio with its round tuning selector. An all-new dash was incorporated in '56 to accommodate Ford's Lifeguard Design safety system, which included a dished steering wheel and an optional padded dash covering. Racing-style gauges were nestled directly in front of the driver, while the radio and heater controls were deployed along the bottom of the panel in a traditional horizontal format.



Customline Fordor in Meadowmist Green and Pine Ridge Green



The Fairlane Victoria with its distinctive Style-Tone treatment

THE FORDS FOR 1956

The Mainline. Three new sedans made up this group: the Fordor with four wide doors; the Tudor with inward-folding front seats to facilitate the loading and unloading of passengers and packages; and the Tudor Business Sedan with enough seat room and luggage space to permit the owner to mix business with pleasure. All models have two-stage door checks and, as in all Fords, this model's center-fill short fuel pipe gives extra trunk space.

The Customline series had two new sedans, the Tudor and the Fordor, both seating six adults with ease on sofa-soft seats.

The Fairlane. 1955 started a premium Fairlane series, which took its name from Henry Ford's Dearborn estate, Fair Lane. Body styles included the Victoria two-door hardtop, a two-door Club Sedan, a four-door Town Sedan, and a convertible called the Sunliner. All sported a distinctive checkmark-style stainless side trim. In 1956, Seven cars were offered in the widest choice of single-tone, two-tone, and exclusive StyleTone colors, lounge car riding qualities and a new interpretation of performance. This series included the Town Sedan, the Sunliner, the Fordor Victoria, the Crown Victoria, the Crown Victoria Skyliner, and the Victoria.

The Skyliner version and its stainless tiara B-pillar trim are today's showstoppers, with its clear acrylic roof panel. Compare the windshield height and roofline of a 1956 Crown Vic with the standard Victoria hardtop on a 1955 and you will find the '56 standard hardtop is significantly shorter. Its lower, sleeker roofline—and



Ford's Lifeguard Design safety system, added in 1956, included a dished steering wheel and an optional padded dash covering



The stunning Ford Sunliner convertible offered some beautiful color combinations.

the totally revised side trim for '56 continued the checkmark motif, but with all-new pieces—those too are quick identifiers to distinguish between the two years.

The **Fordor Victoria** was a new addition, with four wide doors, an extra-low silhouette, and Ford's first four-door pillarless hardtop. The new Thunderbird Y-8 engine powered this series—or the more thrifty I-6. Ford also upgraded the '56 models from six-volt to 12-volt electrical systems across the car and light truck ranges.

The Station Wagons. Elongated turn/parking lamps in large diecast housings on the Parklane Station Wagon are an easy tell that you are looking at a '56. The two-door, six-passenger Parklane was added in 1956 to compete with the sporty Chevrolet Nomad. Ford offered the number of Ford Station Wagons to six for '56. Like the Fairlanes, these models had the Thunderbird Y-8 power plant or the I-6. In addition, there was a two-door, six-passenger Ranch Wagon and Custom Ranch Wagon; a four-door, six-passenger Country Sedan; a four-door, eight-passenger Country Sedan; and a four-door, eight passenger Country Squire with mahogany finished panels framed in wood-grained glass fibre moldings. The two Ranch Wagons, Parklane, and six-passenger Country Sedan, featured an eight-foot by five-foot cargo deck, and the eight-passenger Country Sedan and Country Squire had a nine-foot by five-foot deck—tail gate down.



The Parklane was a popular member of Ford's wagon family.

There were eighteen cars from Ford offered in '56 with a broad choice of power options.

Engine	C.I.	C.R.	Carb.	Trans.	HP	Models
I-6	223	8-1	1-V	All	137	All
Y-8	272	8-1	2-V	Conv. and Overdrive	173	Mainline, Customline
Y-8	272	8.4-1	2-V	Fordo	176	Mainline, Customline
"T" Y-8	292	8-1	4-V	Conv. and Overdrive	200	Fairlane, Station Wagon
"T" Y-8	292	8.4-1	4-V	Fordo	202	Fairlane, Station Wagon

C.I., cubic inches of cylinder displacement; C.R., compression ratio; Carb., carburetor; HP, horsepower. The "V" in the carburetor column indicates venturi, or carburetor barrels. "T" indicates Thunderbird engine.

The **Thunderbird** had sold exceptionally well in its first model year, 1955. In fact, the Thunderbird outsold the Corvette by more than 23-to-one for 1955 with 16,155 Thunderbirds sold against 700 Corvettes, and 2,200 Studebaker Speedsters. With the Thunderbird considered a success, few changes were made to the car for the 1956 model year. The most notable change was moving the spare tire to a continental-style rear bumper to make more storage room in the trunk and its new 12-volt electrical system. The addition of the weight at the rear caused steering issues. The addition of circular porthole windows as standard in the fiberglass roof were added to improve rearward visibility (with a delete option). T-bird engines were a 312 cubic inch (5.1 L) Y-block V-8 rated at 215 hp (160 kW) when mated to a three-speed manual transmission or 225 hp (168 kW) when mated to a Ford-O-Matic three-speed automatic transmission; this transmission featured a "low gear" which was accessible manually via the gear selector. When in "Drive" it was a two-speed automatic transmission. The low gear could also be accessed with wide open throttle.

For the 1953 model year, Ford introduced the second generation of the **F-Series trucks**. Little changes were made from their introduction to the third generation introduced in 1957. Cabs, doors, radiator support, inner fenders, and hoods were virtually the same from 1953 to 1956 in F-100 and F-250s, F-350, and F-500 models. In 1956, the cab underwent a major revision. Centered around a wraparound windshield, the cab was given new doors, a redesigned dashboard, and an (optional) panoramic rear window. In line with Ford cars, the '56 F-Series offered seat belts as an option.



This 1956 Ford Fairlane Crown Victoria with its optional two-tone Raven Black and Goldenglow Yellow paint was an additional \$45 over the base \$2,844 price. It was equipped with a standard Thunderbird V-8 292-cid 200-hp M-code engine, 10" clutch, and three-speed transmission. Photo en.wheelsage.org.



1956 marked the end of the second generation of the Ford F-100 pickup. The wraparound windshield and doors gave it a little different look than previous years.

Every Ford car featured a Crestmark body, rolled out of solid steel of the same gauge or thickness as used in the most expensive cars built in America. Colors like Colonial White, Raven Black, Platinum Gray, Buckskin Tan, Fiesta Red, Goldenglow Yellow, Mandarin Orange, Peacock Blue, Diamond Blue, Bermuda Blue, Nocturne Blue, Meadowmist Green, Pine Ridge Green were striking colors on the streets of 1956. Nearly 50 interiors were available with upholstery styles of beautiful textile patterns.

Swift Sure power brakes made stopping easier and Master Guide power steering took some of the hard work out of driving. A four-way power front seat, which moved up and down, backward and forward at the touch of a single button was adjustable for drivers of varying heights. Power windows, even ones with a control panel, enabled the driver to raise or lower all side windows and provided single buttons for individual passenger convenience. A nine-tube Signal-Seek radio could find the strongest signal. A handy Auto-Wipe windshield washer which, when a foot button is depressed, both sprayed and wiped the windshield.

Ford took pride in taking the lead in bringing out a safer car. The safety studies, done in conjunction with safety authorities of leading universities, police, medical groups, and other safety experts, revealed that there are three major causes of injuries in automobile accidents: doors that are forced open on impact, allowing occupants to be thrown from the car; hard objects, such as the windshield, ignition key, door handles, arm rests, against which occupants are thrown; and the steering post against which drivers are frequently thrown. Ford's Lifeguard Design safety package was recognized by Motor Trend Magazine as the year's 'most significant advancement. Using it as a selling feature, Henry Ford II said, "McNamara is selling safety, but Chevrolet is selling cars." Unfortunately the buying public was unresponsive to the package.



The '55 and '56 Thunderbird were surprisingly considered "personal luxury cars" instead of the "sports" car Chevrolet Corvette for which they were designed to compete.



This very rare Ford is a 1956 Ford Mainline Tudor Business Sedan. Ford offered a "business" sedan for traveling salesmen. They had a large open area for storage of samples in place of a back seat.

While we may sneer at the advances they made in 1956, those devices evolved into the safety measures on our Falcons and our modern-day vehicles. The things we take for granted—like double-grip latches that hold car doors more firmly closed in the event of impact—give more protection against occupants being thrown from the car. Seat belts, made available on 1955 model Fords, were available for front and rear seats on '56 models. They were optional equipment, but available in colors that would harmonize with your car interior. A deep center steering wheel with three upward slanting spring steel spokes brought the perimeter of the wheel more than three inches higher than the horn button on the end of the steering post. With this positioning, the circumference of the steering wheel, plus the resistance of the three steel spokes, acted as a cushion to hold the driver away from the steering post.

Performance came in via the famous "Y" block 292 cubic-inch 'Thunderbird' V-8 engine with a Holley four-barrel carburetor, rated at 200 horsepower. A column mounted three-speed stick with overdrive transmission added to driving excitement.

These beautiful cars are special and their numbers are diminishing. As you might treat a vintage wine, when you see a '56 Ford at a show near you—take it in, admire it and remember it. Next time you see a 1956 Ford, try humming *Hound Dog*. It should bring a smile to your face!



On these Ford Customlines, notice the different size of taillight rings between the 1956 (top) and the previous 1955 model (below), one of the distinguishing points of the two model years.

FALCON V-8

Following is Part 2 of a 1963 report from FORD on the development of the changes made to produce the V-8 FALCON and lots of info on the In-line Six and V-8 drivetrain.

The FORD engineers added structural improvements for the V-8 Falcon, not just the torque boxes that are found in the lower body behind the front tires. Many FCA members have put a V-8 in their 1960 to early 1963 Falcons. Per the FORD engineers, these early I6 FALCONS do not have the body structure designed to handle the torque and weight of a V-8. This unibody thing was a new development in 1960. Did they do any testing to justify the additional structure, we will never know. But, due to the over engineering of our 1960 to early 1963 era economy cars, the torque and weight of a stock V8 does not seem to affect them. If you are going to drag or rally race these early FALCONS, some extra structural improvements are required to keep the unibody in check. Of course, the 1960 to 1962 FALCONS were all sedan type models. The sedan has a much stronger unibody than the hardtop and convertible and is preferred by many drag racers. Many members have added sub-frame connectors between the front and back unibody to stiffen the stock structure for racing. I hope you enjoy reading this report and gain some knowledge on the chronological development of our little super cars. I can't think of any other car line that has the number of body types as the FORD FALCON. Maybe that's why we love them so much. There is a body style for every member of the family. A big thanks goes out to FCA member Chris Shead from Australia for sending this report to us.

Here is some information from Chris Shead on the requirements in Australia. "Over here, people hotting up their old six-cylinders must get an engineer's assessment, and big block motors must have chassis stiffening, or of course, some get an actual tubular or box section chassis."

Bruce Wolfe
FCA Head Technical Advisor

Part 1 of this technical article was published in last month's online addition.

INTERNATIONAL ENGINEERING CONFERENCE
APRIL 22-MAY 3, 1963
DEARBORN, MICHIGAN

As you know, we have just recently completed the introduction of the Falcon V-8 and the Falcon V-8 Sprint models. The history of the Falcon, if you can call four model years history, is a most interesting subject to discuss. It is interesting because of the radical changes which have taken place in regard to the concept of the vehicle. This change in vehicle image or concept naturally generates a great deal of engineering activity and, as we shall see, results in many changes to the basic vehicle, some of which are not readily apparent to the casual observer.

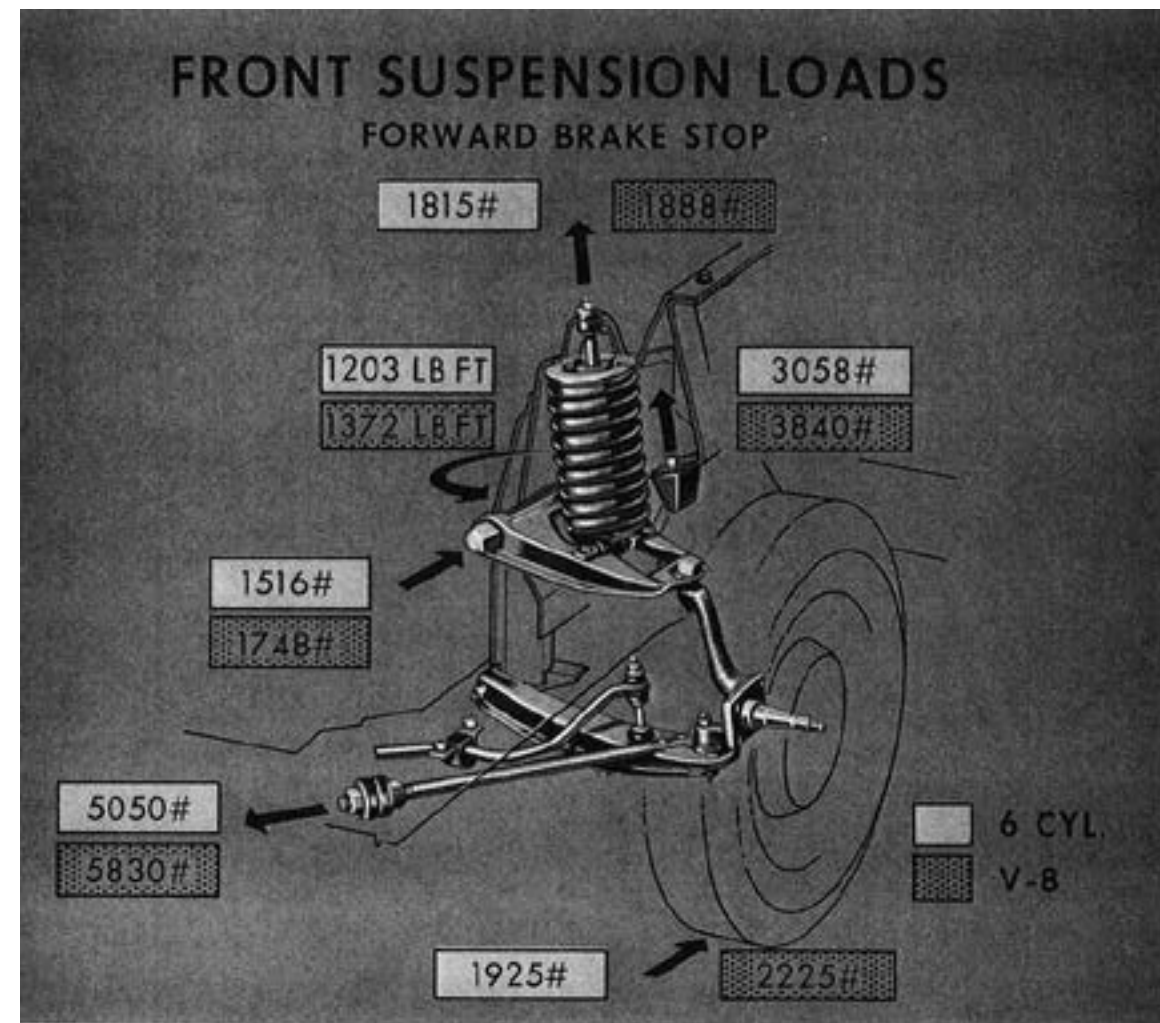
The prime purpose of this paper is to outline for you the changes which were required for the basic Falcon vehicle to accommodate the V-8 engine. A by-product of this study is a hypothetical question; namely, would it have been economically possible back in 1959 and 1960 to make provisions in the basic design of the Falcon to minimize the changes required in 1963 for the V-8?

To refresh your memories, we would like, first, to review briefly the original Falcon objectives as you knew them in 1959, and then proceed thru the design of the basic components, outlining the design changes required for the V-8.

FIGURE 10

The additional weight of the V-8 package materially changed the jounce and spike stop loading of the front suspension components. Spring loads were increased approximately 190 lbs. per model to correct ride heights. Other components that changed are upper arm and ball joint assembly, spindle, strut, jounce bumper, and stabilizer bar.

A heavier spindle was required to accommodate the increased brake capacity. With the heavier spindle, a revised steering stop was needed. A new strut incorporating an integral steering stop was released for V-8 usage. The upper arm and joint assembly had to be strengthened to withstand the loads of spike brake stops. As shown in the slide, the couple applied above the upper arm inner pivot shaft in the horizontal plane has increased from 1203 lb.-ft. to 1372 lb.-ft. The longitudinal load increased 232 pounds or 15%. Similarly, the tensile load in the strut increased from 5050 lbs. to 5830 lbs.



Clearance problems were encountered in several areas. A tire size increase, coupled with a tread increase of .28 inch per side, resulted in tire to sheet metal interference at fender wheel cutout. Also, the heavier front springs introduced coil clash in some models. These conditions were relieved by restricting front jounce travel to 3.5 inches instead of the standard 4.0 inches. This was done by lengthening the jounce bumper and incorporating a metal stop at the base of the bumper. This solution was not without a penalty. The .5 inch restriction increased jounce bumper loads as much as 38% for a given load input at the road wheel.

The stabilizer bar interfered with the fuel filter used on the V-8 engine. A new configuration was developed for use on both 6-cylinder and 8-cylinder models.

FIGURE 11

In the case of the initial design of a steering system, the forces applied to various system components (gear, linkage, gear mounting, etc.) are estimated based on static forces imposed by means of a maximum steering wheel rim pull load of 135 pounds. This force related thru the steering gear ratio and considering various suspension and road wheel turn positions is used to determine the size of steering components required.

The next stage used in determining the adequacy of the system to withstand the required durability is the program and special test load determination. These tests are used to establish the maximum stresses that various steering components are subjected to and are accomplished as follows:

The steering system is stress coated and subjected to forces so that the high stress areas are determined.

Strain gages are then placed in the high stress and other strategic areas to determine compressive, tensile, torsional and bending loads on all components (tie rods, center link, gear, idler arm, etc.). These gages are used in conjunction with an electrical recorder that indicates load, amplitude and frequency of occurrence. Then the instrumented parts are installed in a test vehicle and subjected to an established load determination test course and procedure which includes road conditions and special tests, such as:

- Belgian blocks, Cobblestones, Chuck holes, Gravel, Sine Waves
- Running into curbs at various angles, Spike brake stops, Panic brake stops
- Jacking the vehicle away from the curb by the road wheel (static)

At the completion of these tests, the data is analyzed and curves are plotted to show load and occurrence relationship. This data is then used to establish laboratory fatigue, impact, and wear tests.



FIGURE 12

The entire steering linkage, including the steering gear, was redesigned to adequately withstand the increased loads encountered with the V-8 installation. This illustration of the steering linkage shows a comparison of loads obtained in six-cylinder and eight-cylinder vehicles using the procedure for program load determination. Note that tension and compression loads in the tie rods increased as much as 36%. Because of the short tie rods used on the Falcon and the resulting linkage angles, a considerable portion of this increase in longitudinal load is taken by the idler and pitman arms as a bending load. In the V-8 installation, the idler arm load has increased 18% upward and 75% downward. Such loads made it necessary to increase the shank diameter of the idler arm mounting bracket. This change, together with the conical load increase, required a greatly enlarged idler arm rubber bushing. The mounting bolt pattern of the idler arm bracket was changed from two bolts to three bolts to provide better load distribution to the body rail.

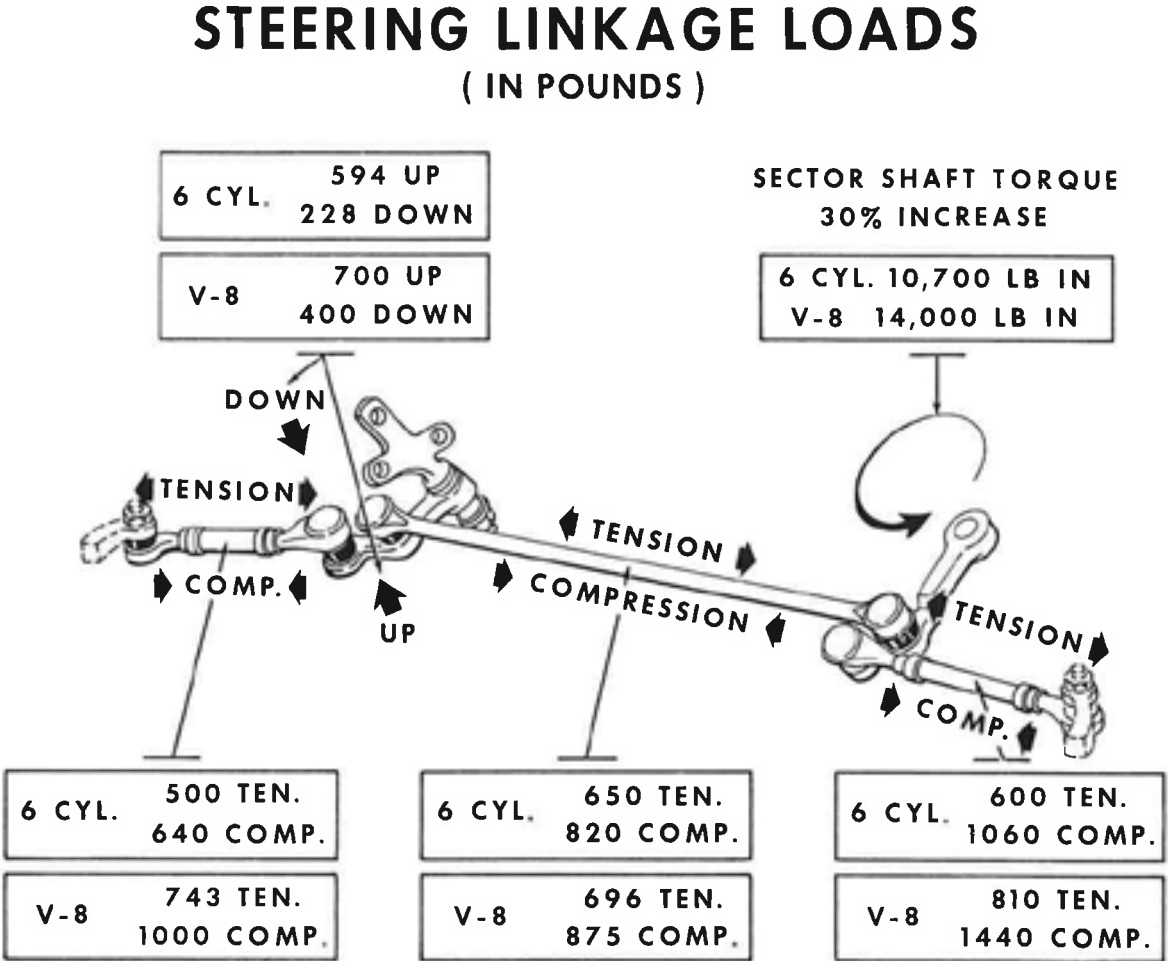


FIGURE 13

As shown here in the straight-ahead position, the axial load along the idler arm mounting bracket and the effective lever arm increased. The result was a 25% increase in the couple acting at a small angle across the rail structure. Although it only takes a minute to review this data with you, the effect of it on the car was significant. As a matter of fact, you will see, when we get to the body structure, the effect that these loads had on the idler arm and steering gear spacers in the rail.

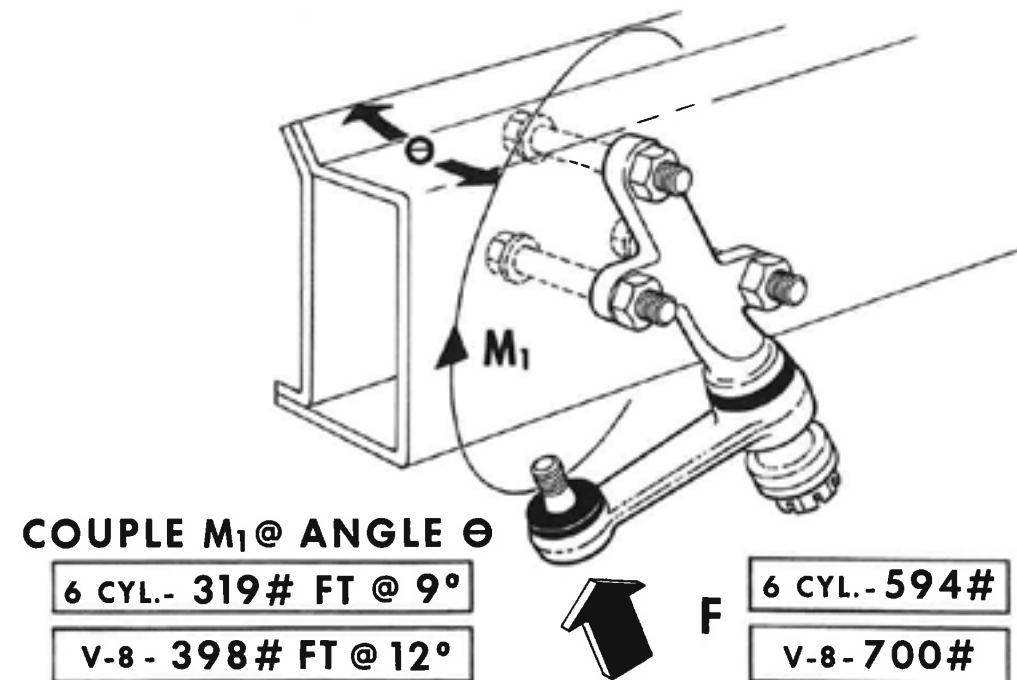
FIGURE 14

Similar loads will occur at the steering gear attachments, but the attaching bolt pattern provides a more advantageous load distribution.

Though the steering gear attachment was satisfactory, the gear sector shaft required additional strength. You will note that sector shaft torque has jumped 30% from 10,700 lb.-in. to 14,000 lb.-in. To provide added capacity in the steering gear, the sector shaft diameter was increased from 1 inch to 1.12 inches.

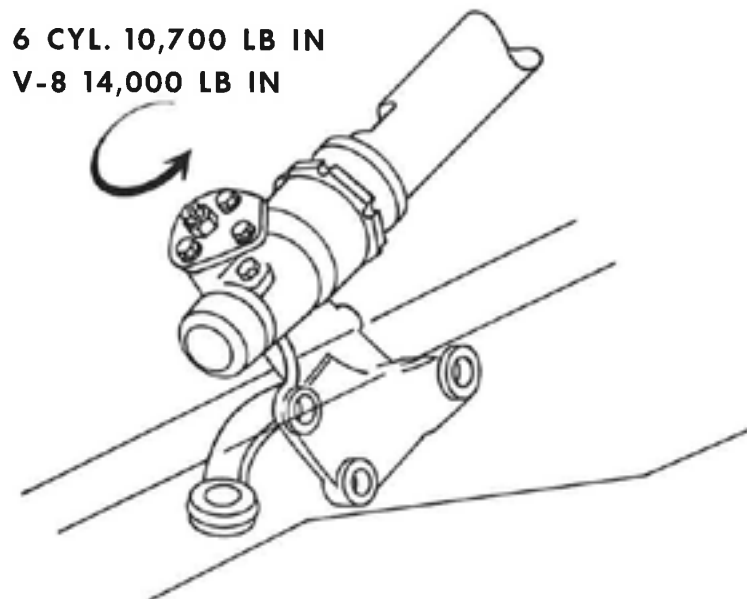
The enlarged idler arm, bushing, the increased weight of the car, and the enlarged steering linkage joints all tended to increase steering efforts, particularly under static conditions. To partially counteract this, needle bearings at the sector shaft are used in place of the usual bronze bushings. This results in approximately a 5% reduction in efforts, needle bearings vs. bronze bushings.

STEERING IDLER ARM FORCES



STEERING GEAR TORQUE

6 CYL. 10,700 LB IN
V-8 14,000 LB IN



FRONT SIDE MEMBER REVISIONS

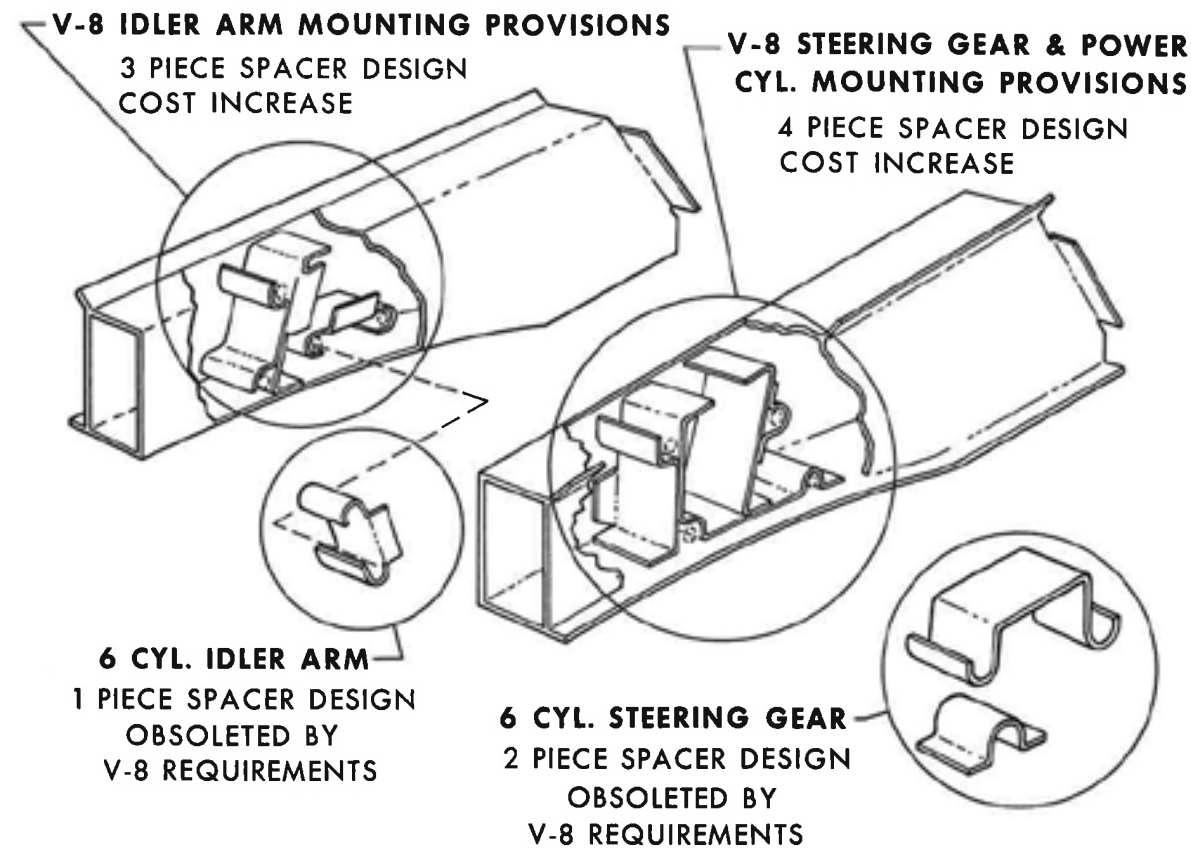


FIGURE 15

As you would expect, the loads requiring redesign of the idler arm and steering gear, also, affected the associated body components. The six-cylinder Falcon had a relatively uncomplicated single-piece spacer at the idler arm bracket and a light two-piece spacer at the steering gear attachment. With the increased loads and larger attaching bolts required for the V-8 installation, it became evident that these spacers were not adequate to resist the forces being put into them. Consequently, it was necessary to design a relatively heavy and complicated three-piece spacer for the idler arm attachment and a four-piece spacer for the steering gear attachment. This latter spacer also has provisions for power steering mounting. Power steering now being a desirable feature for the heavier steering V-8s.

FIGURE 16

From the "programmed load" study, previously discussed, it was evident that structural improvements in the body were required. The combined torsional and bending loads imposed on the front crossmember were increased by 15% and necessitated an increase in gage of this member. Restricting the jounce to 3.5 inches coupled with the added weight of the V-8 engine resulted in loads into the structure considerably higher for the eight-cylinder than those measured on the six-cylinder installation. To counteract these increased forces, a hat section was added to the dash brace, and a doubler was added to the fender apron.

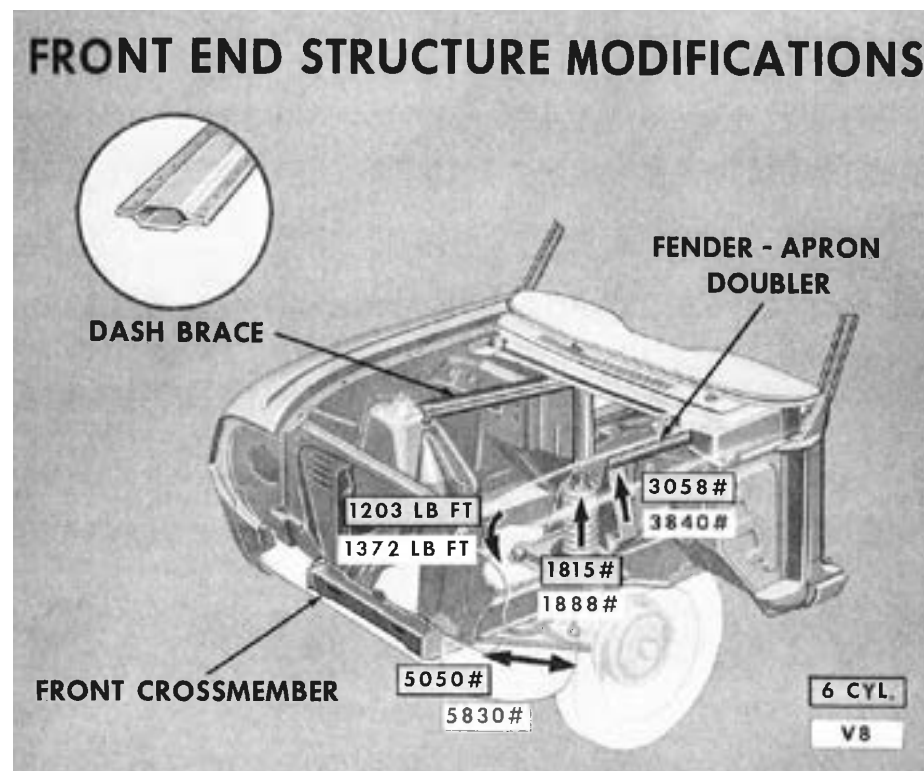


FIGURE 17

Along with the modifications that were designed to accept the additional loads imposed by the 8- cylinder engine forward of the dash, it was also necessary to accomplish a redesign of those body areas which transmit these loads into the basic body structure. The addition of torque boxes between the front side rail and the body sill along with gage increases in the cowl side panel from .039 to .041 accomplished this function. Additional bending rigidity was obtained by increasing the floor side inner member from .048 to .090 and the floor side member from .048 to .060. The windshield pillar and the roof structure were examined to determine their capacity to accommodate the eight-cylinder engine load input and were found to be adequate.

BODY STRUCTURE REVISIONS

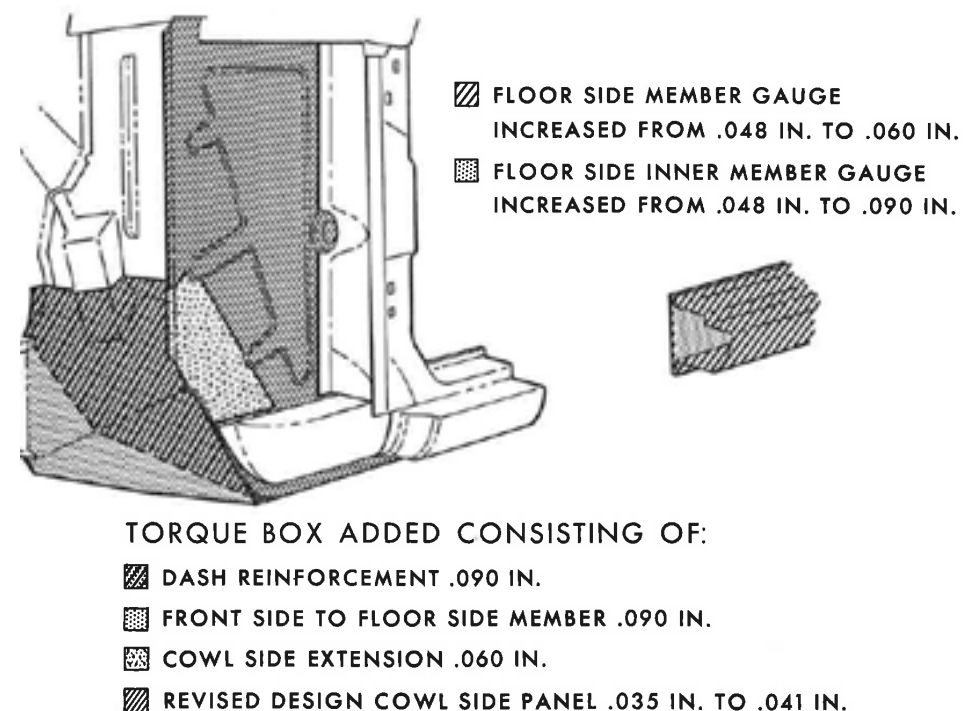


FIGURE 18

A You will recall that the V-8 engine was 7" wider and 2.1" higher than the six-cylinder engine. You will also remember that it was necessary to provide a unique flywheel housing and transmission for the V-8 installation. These requirements necessitated a rearrangement of the engine compartment package and, in fact, also required changes to the tunnel. In order to deck the V-8 from the top into the body, it was necessary that the dash to apron braces be moved outboard. In order to provide clearance for the V-8 generator and the exhaust manifolds, the battery had to be moved from its six-cylinder location. This necessitated a redesign of the front fender apron and the radiator support panel. During this redesign, provisions were made to accommodate power steering. The tunnel in the passenger compartment was increased in height and width to accommodate the new flywheel housing and transmission. All of these redesigns were made in such a way that they would be compatible with six-cylinder installation at Job 1, 1963½. Thus, the basic body shell can be used for both V-8 and six-cylinder engine installations.

PACKAGE MODIFICATIONS

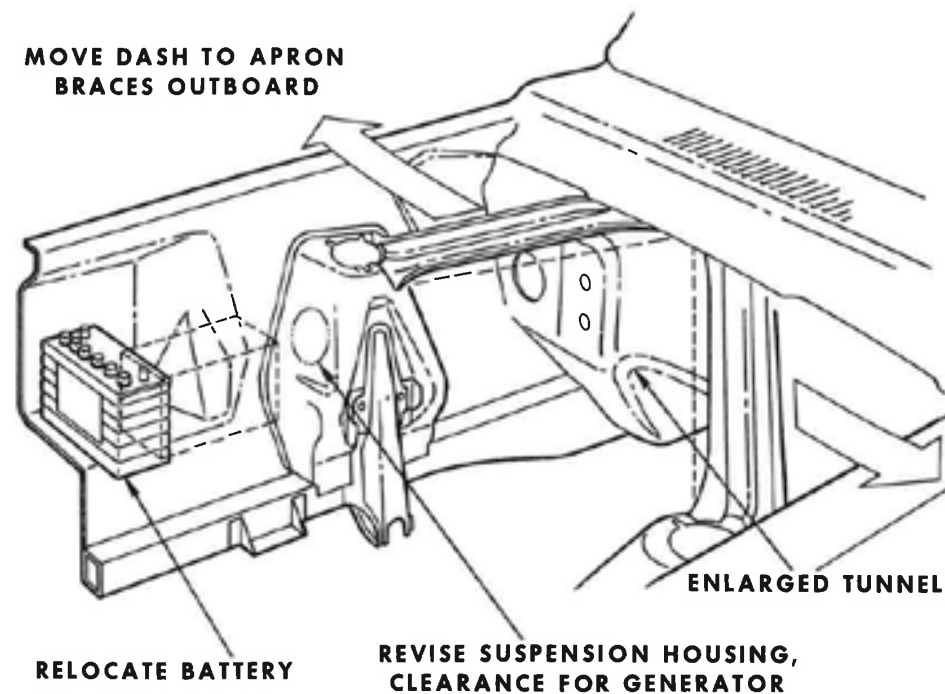


FIGURE 19

One of the major concerns in regard to the installation of the V-8 was the considerable weight penalty which resulted from the various design actions necessary to accommodate it. You will notice that with tire and rim association loading, the 1963 six-cylinder sedan weighs 2904 pounds while the 1963½ V-8 sedan with accessories under the same conditions weighs 3381 pounds. This is a weight spread of 477 pounds or a 17% increase for the V-8. The major portion of this additional weight is carried by the front wheels with an increase of 26% for the V-8 or a total of 948 pounds per wheel on the front. If we had attempted to maintain the standard 6.00 x 13 size

tire released for the six-cylinder on the eight-cylinder, we would have been operating with the tire 31% overloaded. Therefore, it was necessary to release the 6.50 x 13 tire for some V-8 models and the 7.00 x 13 tire for the heaviest models. This provides the most economical usage consistent with good safety practice. Because it was necessary to use Fairlane-type brakes on the V-8, the Falcon V-8 has unique wheels which are compatible with the brake system. The basic difference between the six-cylinder and eight-cylinder wheels is that the six-cylinders are a four-lug arrangement while the V-8 has the standard five-lug attachments. In effect, all of the actions which were taken from a design standpoint in order to accommodate the V-8 result in practically a completely redesigned vehicle. From the wheels through the powertrain and into the body, each component was analyzed from a load and stress standpoint and design action taken where necessary to provide a vehicle which would have the same good durability and reliability characteristics as has been enjoyed by the six-cylinder version.

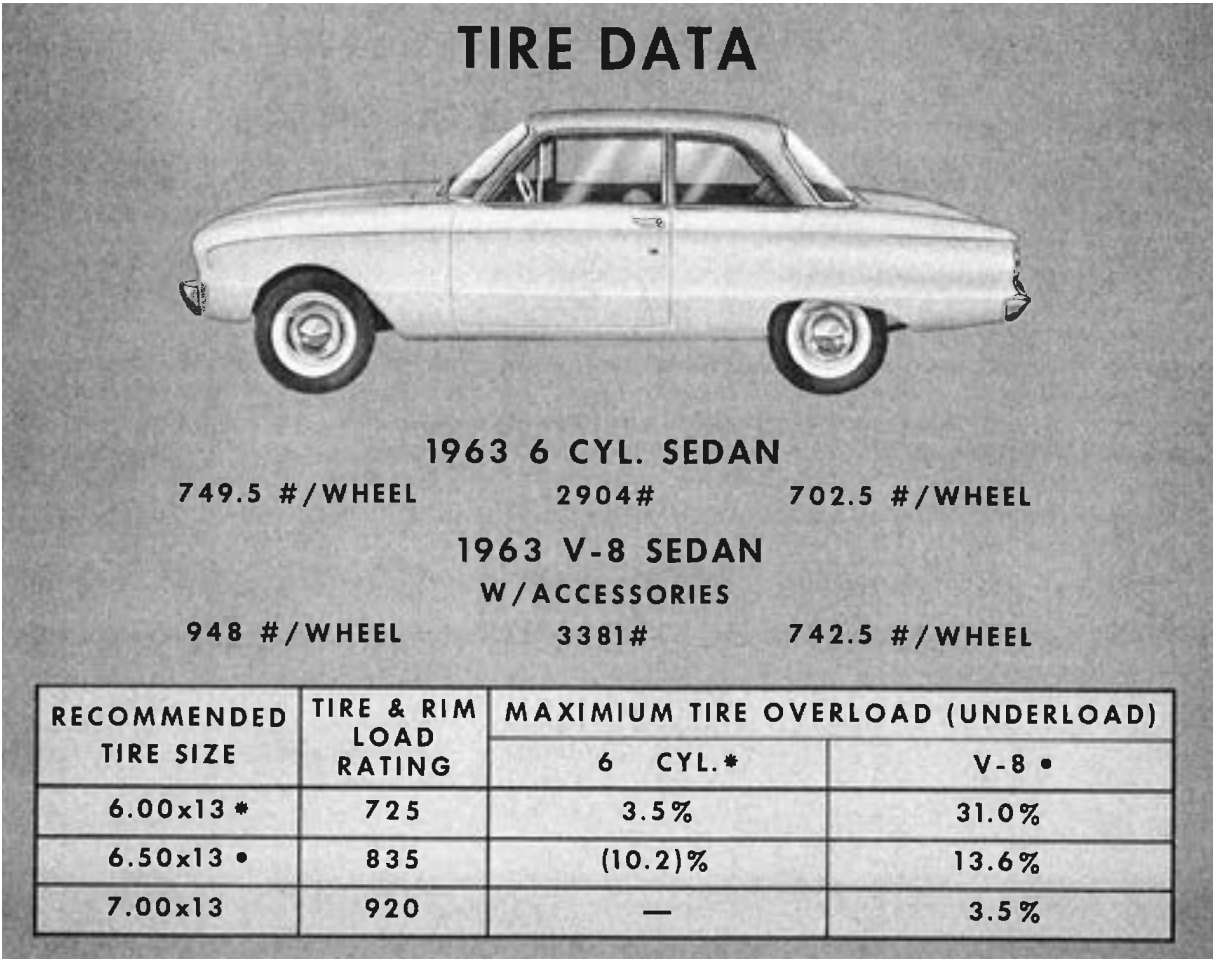


FIGURE 20

Aside from the improvement in sound level and engine smoothness of the V-8, most customers are interested in the performance advantages associated with the greater displacement engine. Of course, some of the advantage is lost due to the added weight of the V-8 package. But even so, the performance data for the Falcon V-8 is pretty respectable. 103 ft. in zero to four seconds as compared to 66 ft. for the I-6. In zero to 10 seconds, the V-8 covers 512 ft. while the six goes 346 ft. In measuring zero to 60 MPH performance, the V-8 requires only 10.8 seconds while the I-6 needs 22.2 seconds.

In time exposed to danger, the V-8 requires only 10 seconds while the I-6 requires 15.1 seconds. This time is that required by a vehicle running at 50 MPH to accelerate from a position one car length behind to one car length in front of a second vehicle traveling in the same direction at 50 MPH. With this performance, the V-8 has actual customer fuel economy of 17.6 M.P.G. This compares with 22.1 M.P.G. measured for the I-6 under the same conditions.

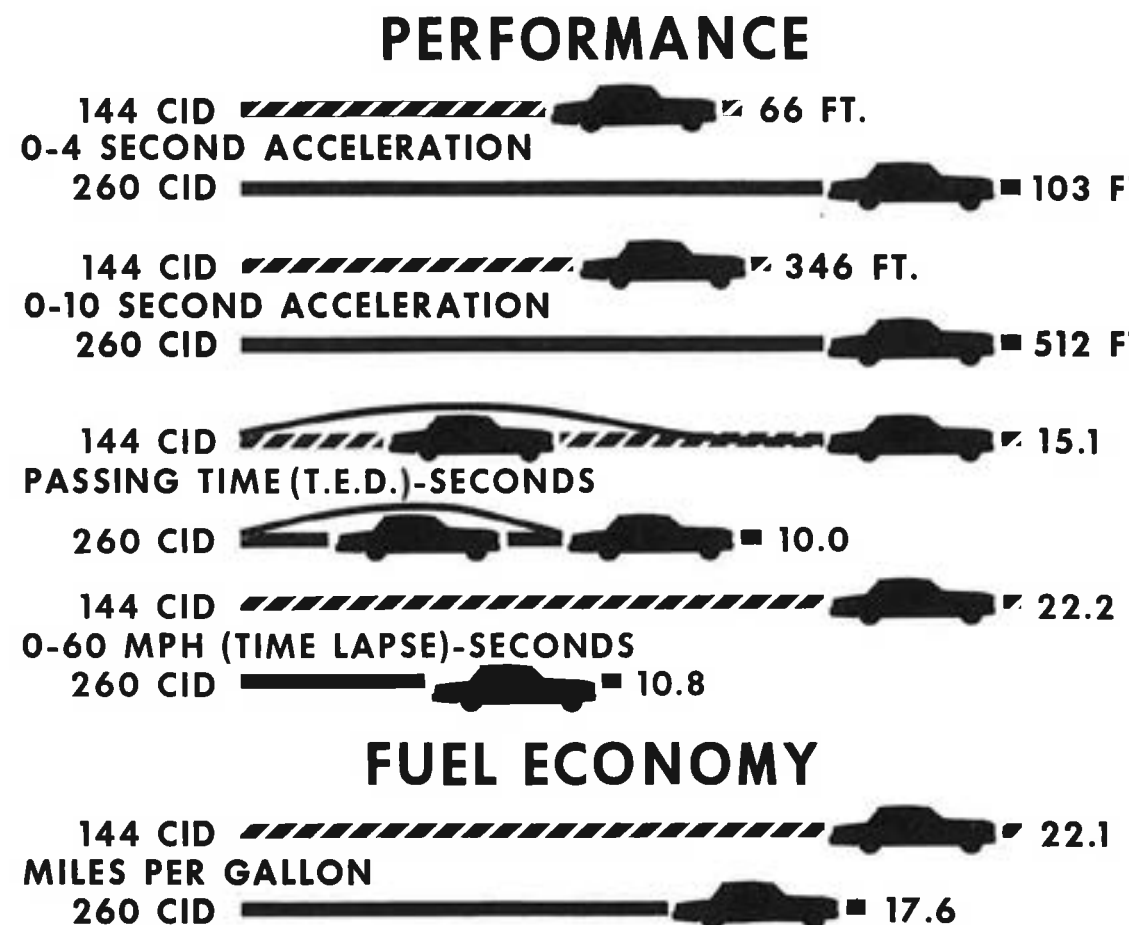


FIGURE 21

In retrospect, it is interesting to speculate, at least from an engineering standpoint, just how many of these design changes should have been incorporated into the original design of the Falcon. Certainly some of them could have been included at very little, if any, penalty to the basic car; others, of course, are too expensive to be carried in a program which was directed at minimum weight and cost objectives.

We thought that, in conclusion, you might like to see what has happened to the minimum weight, minimum cost Falcon in its short four-year life.



ORIGINAL PROGRAM 1 MODEL	
Two-door sedan	
144 C.I.D. six-cylinder	
Three-speed standard transmission	

PRESENT PROGRAM 21 MODELS	
Two- and four-door sedan	Bucket seats
Two- and four-door station wagon	144 C.I.D. six-cylinder
Hardtop	170 C.I.D. six-cylinder
Futura two-door sedan	260 C.I.D. V-8
Convertible	Three-speed std. transmission
Ranchero	Four-speed transmission
Sedan delivery	Two-speed automatic transmission
	Air conditioning
	Power steering

From our friends at the Vintage Motors USA Club, here is a little humor based on the current state of affairs concerning the price of gasoline. —Lawrence Shovan



FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Domtar Park. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



PROPOSED BY-LAWS CHANGES

During the past several months, a work group established by the Board of Directors and consisting of representatives from each region has been reviewing Section 5 of the By-Laws. The work group was given wide latitude in proposing changes, if needed, to improve the current classification system.

The work group has completed the first round of evaluations and has brought forward for membership consideration several changes. We are publishing these proposals this in the magazine for the membership to look over so we can vote on the amendments at the Nationals Meet in Tennessee. After quite a bit of discussion, these are the items that we are bringing for a vote in July.

- 1) Adding a Lite Modified Best of Show. (Concours)
- 2) Opening the Concours class to any past winner of Best of Show at a National Meet. In the past, with the criteria of the last 3 year's winners, not many cars have attended. Each car would then be awarded a one time only grill medallion of some sort, and the owner acknowledged at the banquet.
- 3) Start an award for a member who under 30 years old. Their car would still show in the class that it pertains to. It would be an additional voted on award similar to Ladies Choice.

These are just some of the issues that were discussed during our meetings. Hopefully we can address more in years to come. The main objective is to have fun at our shows, and if we can help make it better for all, we have succeeded. Any questions feel free to call or email me at 740-586-3426 or at dbarnhd@yahoo.com.

Thanks, Danny Barnhouse, Board of Directors

The following By-Law Changes are recommended:

Additions are Blue Deletions are Red

4.1 Vehicle judging is done by registered participants using a people's choice ballot.

4.5.1 Awards consist of:

Longest Distance Driven

Best Stock Falcon

Best Modified Falcon

Oldest Falcon

Ladies' Choice - Claude Daniels Chapter Participation

Best Lite Modified Falcon

Individual class winners – suggested but not required

4.5.1.1 **Concours Masters Category**

This category is for the "Purist." Falcons entered in this Category will have won the Best Stock Falcon award in any **of the three** previous FCA National **Conventions Meet**. The Falcons entered here will really open your eyes and make your mouth water. These cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy but all exactly like the factory built it. Correct interior, correct paint color, correct engine transmission combination, everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original. In all cases, these Falcons are the "Best of the Best."

4.5.1.2 **Modified Masters Category**

This Category is for the "Mild to Wild." Falcons entered in this Category will have won the Best Modified Falcon award in any **of the three** previous FCA National **Conventions Meet**. These Falcons have been modified either **lightly** for safe driving, performance or convenience such as modern engines and drivetrains **while retaining the stock look; or and are** heavily modified such as wide slicks, custom bodies or blown engines. The sky is the limit. Quality workmanship and attention to detail make these Falcons the "Best of the Best".

4.5.1.3 Lite Modified Master Category

This category is for the mildly modified. Falcons in this Category will have won the Best of Show Lite Modified award in any previous FCA National Meet. These Falcons have been lightly modified and but retain the stock look, and could be returned to stock if so desired.

Keep in mind; although the Categories will remain constant, the guidelines are just that... guidelines! Except for the Concours, [Modified and Lite](#) Modified Masters Categories, those that register at a National Convention are free to enter in the Category that they feel best fit their Falcon. Falcons entered in the Concours and Modified Masters Categories shall be restricted to the cars listed in Sections 5.6.3.6 and 5.6.3.7 [and 5.6.3.8](#).

4.5.2 Standard Car Classes for National [Conventions Meets](#)

These are **MINIMUMS**. The hosting chapter may at its discretion add classes if the situation in their area calls for it. This requires prior approval of the Board of Directors.

STANDARD CAR CLASSES FOR NATIONAL [CONVENTION MEET](#)

STOCK CATEGORY

Class	Body Style	Year	Class	Body Style	Year
A	Sedan	60–63	J	Convertible	64
B	Sedan	64–65	K	Convertible	65
C	Sedan	66–70½	L	Station Wagon	60–65
D	Sport Coupe	66–69	M	Station Wagon	66–70
E	Hardtop	63	N	Ranchero	60–63
F	Hardtop	64	P	Ranchero	64–66
G	Hardtop	65	Q	Sedan Delivery/Van	61–67
H	Convertible	63			

DAILY /STREET DRIVEN CATEGORY

R	Sedan	60–70½
S	Hardtop	63–65
T	Convertible	63–65
U	Utilities	60–67

DIAMOND IN THE ROUGH CATEGORY

V	Sedan	60–70½
W	Hardtop	63–65
X	Convertible	63–65
Y	Utilities	60–67

LITE MODIFIED CATEGORY

AA	Sedan	60–70½
BB	Hardtop	63–65
CC	Convertible	63–65
DD	Utilities	60–67

MODIFIED CATEGORY

EE	Sedan	60–70½
FF	Hardtop	63–65
GG	Convertible	63–65
HH	Utilities	60–67
JJ	Pro/Comp	60–70½

CONCOURS MASTERS CATEGORY**

All	60–70½
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MODIFIED MASTERS CATEGORY

All	60–70½
-----	--------

CONCOURS LITE MODIFIED

All	60–70½
-----	--------

** The Concours Masters and the Modified Masters categories are non-voting categories. All pre-registered entries receive an Appreciation Award. The Concours Masters Category will consist of the winning Falcon from the “Best Stock Award” in any of the **three** previous FCA National **Conventions Meets**. The Modified Masters Category will consist of the winning Falcon from the “Best Modified Award” in any of the three previous FCA National Conventions.

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804-561-0495
Meet second Sunday of March, June, September, December.
See website for locations.

SOUTH WESTERN REGION

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Steve Springer
6600 Rotan Dr
Austin, Texas 78749
512-633-5125
scspringer65@gmail.com
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

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Wally Tirado
214-215-7485
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

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19611 E. Paloma Lago Ct.
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281-467-4607
toddgaudin@yahoo.com
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FALCONS FOR SALE



1960 Fordor Sedan with 19,750 actual miles! ALL ORIGINAL (still has luggage protectors in trunk!) Arizona car until 2020. Rust free three-owner car with 144 cubic inch, three-speed manual. View commercial at <https://youtube/rye3-2DjIDY>. This car is a true time capsule in every respect. \$12,000 OBO. Bryce, 918-688-9178. 220210

1963 Falcon Sprint Rangoon Red convertible.

Mustang 302 engine, standard shift, recent renovation. Show car in 7/09 National Falcon News. \$15,000 OBO. gallopbill@gmail.com. UT. 220322

1964 Sprint Hardtop, Rangoon Red, black interior, four-speed, 302 c.i., tri-power, aluminum heads, comp cam, MSD ignition, dual exhaust, \$22,500. Kenneth, 895-201-9181. Gainesville, MO. 220699

1967 Falcon Futura, four-door, six-cylinder, automatic, runs good. Turquoise with white top. Cracked windshield and wrecked rt. qtr. panel. Have qtr. skin ready for welding in. Re-chromed dash, electronic ignition, new gas tank and tires. Have all A/C parts except for the compressor. Most of the interior looks very good, but needs a headliner and carpet. Have some new door seals and extra parts. \$3,500. Call Dave Miller, 210-573-1531. TX. 220610

PARTS FOR SALE

1960–65 Falcon parts for sale: doors, windows, trunk lids, fenders, chrome, taillights, hinges, heater parts, wheel covers, tailgates, real nice 1965 Mercury Caliente grille. Mercury Comet tailgate for station wagon or Ranchero with extra nice larger chrome, hardtop windows. Willing to sell all of 30-year collection of parts. Bob, 806-683-1246 or 806-683-3550. TX. 220699

Power steering unit to fit 1964 Ford Falcon 289 or 302. V8, two P/S pumps, two bracket assemblies, complete under car steering system (tie rods, adjuster sleeves, center link, control valve, slave cylinder and slave cylinder bracket to frame. Have over \$1,200 invested. Yours for \$1,000. Ron McClelland, 909 Palm Forest Ln., Minneola, FL 34715. 220499

Pair of Crites manufacturing 427 Falcon engine mounts (new), \$60. Doug Elliott, 715-723-4295. WI. 220622

1962–63 Falcon/Ranchero front bumper \$25. 1960–63 Falcon/Ranchero rear bumper with brackets and license plate light, \$150. Two 13" X 4½" five lug 4½" bolt circle wheel, \$70. 1965 289: crankshaft, \$150; valve covers, \$60 NOS piston and wrist pin C5OE-6108-AF, \$15. 1967 289 distributor cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. NOS 302 piston and wrist pin C8OZ-6108-A, \$15. 351C 4BL Exhaust manifolds, one pair, \$450. 351C A/C bracket D0ZA-2882-C, \$100. 351C engine bracket D0OE-10145-A, \$75. 351C engine bracket D1AA-2A964-AA, \$125. 351C engine bracket D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri-power set up, \$2,500. 1966 428 short block with CJ rods cast #C7AE-B

\$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. CARTER fuel pump: cast #3939, date 5H5A, \$350. 1968-70 428 CJ / SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 220421

Center console for '63 Falcon two-door Hardtop, Rangoon Red in very nice condition. Does NOT have the insert but can supply and install it for additional cost. Set of NEW front coil springs for '64 Falcon Sprint V8 convertible. Purchased in the late 70s but never installed. Early Edelbrock dual quad intake manifold for small block Ford. Just removed and has no issues. Please contact Stan at sjbetark@comcast.net for additional info. NJ. 220306

Parting '60-'65 Falcons. 15 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Thanx for driving a Falcon! Call Steve, 360-430-0143. WA. 220618

1968-69 Ford chrome GT wheels Barn Find: five wheels, four plain caps, four trims rings, very nice driver quality, clean/straight rims, small road rash in the chrome, no pits/blisters, need paint/clean-up: \$595 plus shipping. 1960-65 Falcon/Comet radios, good looking, tested and working, \$150-\$250. each. 1960-66 Falcon seatbelts, OEM and period aftermarket, many colors/condition levels; getting hard to find, \$60-\$300 per set; four lug 14" wheels, \$75 each, set of five, \$350. Four-lug 13" wheels, \$25 each, or five for \$110. Five-lug 13" wheels, \$75 each or five for \$350. Five-lug 14" wheels, \$75 each, set of five for \$350. 14" Falcon wire hubcaps (small spinners): #4 driver quality to #1 top condition \$175-\$550, set of four. 14" Galaxie wire hubcaps, (large spinners): #4

driver quality to #1 top condition \$175-\$550, set of four. 1960-61 trunk locks (3): good driver quality to near mint, new keys/locks, vintage bezels, \$100-\$150 each; 1960-67 Falcon station wagon tailgate cranks, driver quality to NOS, w/ keys/working, \$225-\$500 each. 1960-61 grilles: driver quality to NOS, \$75-\$350. Dagenham four-speed bellhousing/ clutch fork, \$75; Complete working Dagenham four shifter, used, \$395. T-10 four-speed, complete and working, buildable, narrow pattern \$495; with complete shifter and trans mount, \$695, with pedals, four-speed column, bellhousing, starter and clutch, \$1,195. 1964 five-bolt C-4 complete w/ starter, dust covers, torque converter and Falcon tailshaft housing; came from a 80K mile '64 Fairlane, \$495. NOS 1965 grille, headlight doors and emblem, \$2,500. 1964-65 NOS remote control mirror w/matching NOS right side mirror, \$550. "Driver" Quality grilles: 1962, 1964-66, +1968-70, \$100-\$300 depending on condition. 1960-61 Comet dash clusters, nice condition, (2) available, \$225 ea.; 1962-63 Comet gauge cluster, two available: one "driver" chrome, needs restored \$150; one much nicer looks complete, \$250. 1966-70 NOS cigarette lighter elements, four, \$60 each. 1966 Ranchero sheet metal: three sets of doors, ('66 Ranch only), \$150-\$400 each, three tailgates, \$200-\$500 each, stick shift pedal assemblies, \$250. Three '66 Ranchero only rear bumpers, OK driver quality to good cores, \$150-\$300, '66 Rancho rear bumper brackets, \$100 a pair; cowl grille covers, \$75 ea.; '66 Ranchero bed trim, two complete sets: one drilled for bed cover, one stock, \$350-\$500; lots of small parts for '66 Ranchero: dash assemblies, dash parts, visors, brackets, emblems, etc.; call/email with your needs. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same

\$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood \$300; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Email lenkellogg@lpbroadband.net, call 970-593-1964, or visit us at kelloggsgarage.com. CO. 220121

PARTS WANTED

I am looking for bucket seat tracks for my 1965 Falcon. Doug Elliott, 715-723-4295. WI. 220622

Idler pulley C3AZ 8678-B. Fits '63-'64 Ford, Fairlane, and Falcon with factory air and 221, 260, or 289 V8s. Back of pulley could be marked C0AE 8A618-A. Base approximately 2 13/16" x 3 13/16", approximately center mount. Jim Elliott, 225-343-6900, jim_celliotbellsouth.net; 2230 Oleander St., Baton Rouge, LA 70806. 220499

WANTED: 289 Hi Po San Jose built four-speed radiator;
top tank is stamped: C4ZE W-MO
G2 2-65.

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24th, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 6274 Rocky Grove, Cedar Hill MO 63016, 314-480-2556 or kslitteken@aol.com. 220421

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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UPCOMING EVENTS

July 14–16, 2022
FCA National Meet
Kingsport, Tennessee
Hosted by the Falcon Club of America

August 19–20, 2022
Northeast Regional
Warwick, Rhode Island
Hosted by the Northeast Chapter

September 23–25, 2022
Keystone Regional
Bethel, Pennsylvania
Hosted by the Keystone Chapter
<https://fordfalcon.org/events/2022-keystone-regional/>

October 14–15, 2022
Carolina's Chapter 14th Regional Falcon Meet
Kannapolis, North Carolina
Hosted by Carolina's Chapter

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

**Northeast Chapter
Falcon CLUB OF AMERICA**

**PRESENTS THE 23rd ANNUAL
REGIONAL FALCON MEET**

*August 19 & 20, 2022 at the Crowne Plaza Hotel
801 Greenwich Ave., Warwick, RI 02886*

Meet and Banquet Registration Form

Name: _____ **Spouse/Guest:** _____

Address: _____ **City:** _____

State: _____ **Zip:** _____ **Phone: (____) _____**

Falcon Registration Information

Vehicle Year: _____ **Model:** _____ **Body Style:** _____

Color: _____ **Engine:** _____ **Stock:** _____ **Lt. Mod.** _____ **Modified** _____

Falcon Registration Fee: \$20.00

1 @ \$ _____

or Special Daily Driver Class: \$15.00

1 @ \$ _____

Banquet: Saturday August 20, 2022 at 6:00 pm _____ @ \$40.00 \$ _____.

Stuffed Boneless Chicken Breast # _____ Baked Scrod # _____

VENDOR SPACE FEE: \$20.00

1 @ \$ _____

T-Shirts: Sm. _____ Med. _____ Lg. _____ X-Lg. _____ XX-Lg. _____

Sm., Med., Lg., X-Lg., \$20.00 each XX-Lg. \$22.00 each \$ _____

Total Falcon Registration, T-shirts & Banquet Amount: \$ _____

***For Hotel registrations call the Crowne Plaza Hotel at 401-732-6000 Group Code FAL
Room rates are \$135.00 plus tax per night guaranteed until July 19, 2022
You must mention Falcon Club Show when making your reservations.***

***Send this form and remittance payable to: Northeast Chapter FCA,
c/o Cristine Bowes, 552 Franklin Road, Coventry, RI 02816***

For more information, contact Cristine Bowes at (401) 529-2622 or falconsprint@aol.com

WAIVER OF LIABILITY

I agree not to hold the Northeast Chapter, the Falcon Club of America, or the Crowne Plaza Hotel responsible for losses, damages, or injuries while at this Convention.

Print Name

Sign Name



The *Falcon* Club of America
Presents
The Keystone Chapter 20th Regional Meet
41 Diner Rd, Bethel PA 19507



Bethel, Pennsylvania September 23 – 24, 2022

Name _____ Spouse/Guest _____

Address _____ Email Address _____

City _____ State _____ Zip _____

Phone # (____) _____ FCA # _____ Local Chapter(s) _____

Location: **Quality Inn**, Bethel PA \$80.00 + tax per night 717-933-8888 717-933-9845
(Mention: The *Falcon* Club Room Block for special room rate in effect until August 24th)

Falcons:

Categories:	Pure Stock	Light Modified	Heavy Modified	Rough Driver			
Body styles:	Sedan	Hardtop	Convertible	Sports Coupe	Ranchero	Station Wagon	Sedan Delivery
Models:	Standard	Deluxe	Futura	Sprint	Squire		

Car #1: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

Car #2: Year _____ Category _____ Body Style _____

Model _____ Number of Doors _____ Color _____

First Car:	Before August 24 th	\$22.00
	After August 24 th	\$27.00 _____

Additional Cars:	Before August 24 th	\$15.00
	After August 24 th	\$20.00 _____

Without a Car:	(Anytime)	\$10.00 _____
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Swap Space: (10 x 20) \$20.00 (1 **FREE** to Non-Commercial FCA members) _____

Banquet: _____ Adult @ \$25.00 _____ Child (11 and under) @ \$12.00 (2 & under free) _____

Keystone 2022 T-Shirts: _____ M _____ L _____ XL \$22.00 each _____

_____ 2X \$24.00 each _____

Keystone 2022 Hats: _____ \$15.00 each _____

Check payable to Keystone Chapter Grand Total _____

Send to: Virginia Servas, P. O. Box 10, Center Valley PA 18034-0010

Website: www.FordFalcon.org

Liability release must be signed to complete registration. It is understood that neither the Keystone Chapter of FCA nor The *Falcon* Club of America assume any responsibility for loss or damage to vehicle(s) or property during this event.

Signature _____ Date _____

Carolina's Chapter 14th Regional Falcon Meet

Show - October 14th-15th



Name _____ Spouse/Guest _____
(last) (first) (last) (first)

Address _____ City _____

State _____ Zip _____ Phone _____

Chapter _____ FCA# _____ Email _____

Entrant releases the FCA, Carolina Chapter, Sam's Club, & Holiday Inn Express from all Liability.



Signature _____

CATEGORIES: Stock Modified Lite Modified Masters All Ford

Car (s) 19 _____ Model _____ Category _____
19 _____ Model _____ Category _____
19 _____ Model _____ Category _____

Remittance

First Vehicle	@ \$20	\$ _____
Second Vehicle	@ \$15	\$ _____
No Vehicle	@ \$15	\$ _____
Swap Spaces	Qty _____	FREE

(ALL VEHICLES MUST BE FORD POWERED TO BE IN SHOW)

Meet T-Shirt	S _____ M _____ L _____ XL _____	@ \$25	\$ _____
	XXL _____ XXXL _____	@ \$28	\$ _____

Awards Banquet	Qty Adult _____	@ \$15	\$ _____
Bar-B-Que	Kids Under 10 eat FREE		

Total Cost \$ _____

*****Early Bird Redistration Give Away Prize Must Register before July 1st, 2022*****

(2 FREE NIGHTS at Host Hotel or Check for \$150.00)

Make Checks Payable to: **Carolina's Chapter, FCA**

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